

**TABLE 8.5**  
**ACTIVE GENERAL AVIATION AIRCRAFT**  
**TOTAL HOURS FLOWN, BY AIRCRAFT TYPE**  
**1987 - 1996**

(Hours in Thousands)  
(Percent Standard Error is shown in parenthesis)

Aircraft Type	1996	1995 1/	1994 1/	1993 1/	1992 1/	1991 1/	1990	1989	1988	1987
<b>FIXED-WING</b>	<b>22,720</b> (2.4%)	<b>22,240</b> (2.1%)	<b>21,203</b> (1.9%)	<b>21,634</b> (1.9%)	<b>24,075</b> (1.7%)	<b>2,617</b> (1.9%)	<b>29,546</b> (1.8%)	<b>29,327</b> (1.7%)	<b>28,040</b> (1.8%)	<b>28,391</b> (1.7%)
Piston	19,692 (2.7%)	19,451 (2.3%)	18,823 (2.1%)	19,321 (2.1%)	21,417 (1.9%)	23,919 (2.1%)	25,832 (2.0%)	24,907 (1.9%)	24,291 (2.0%)	24,969 (1.9%)
One Engine	17,156 (3.0%)	17,135 (2.6%)	16,404 (2.4%)	17,010 (2.4%)	18,435 (2.1%)	20,608 (2.3%)	21,883 (2.2%)	20,600 (2.2%)	20,326 (2.2%)	20,446 (2.0%)
Two Engine	2,523 (5.1%)	2,312 (4.6%)	2,408 (4.6%)	2,309 (3.9%)	2,976 (3.9%)	3,301 (4.1%)	3,897 (3.8%)	4,292 (3.3%)	3,943 (4.1%)	4,509 (5.2%)
Other Piston	12 (57.5%)	5 *	11 (52.4%)	1 (42.8%)	7 (22.6%)	10 (33.5%)	53 (48.7%)	16 (67.3%)	20 (44.5%)	14 (33.3%)
<b>Turboprop</b>	<b>1,564</b> (4.8%)	<b>1,447</b> (7.3%)	<b>1,142</b> (5.4%)	<b>1,192</b> (5.6%)	<b>1,582</b> (5.7%)	<b>1,628</b> (5.3%)	<b>2,319</b> (6.4%)	<b>2,892</b> (5.0%)	<b>2,195</b> (5.0%)	<b>2,010</b> (5.0%)
One Engine	300 (10.2%)	286 (9.6%)	203 (8.9%)	250 (11.3%)	N/A	N/A	N/A	N/A	N/A	N/A
Two Engine	1,244 (5.5%)	1,147 (8.9%)	939 (6.3%)	938 (6.4%)	1,332 (6.5%)	1,471 (5.8%)	2,162 (6.8%)	2,776 (5.2%)	2,117 (5.1%)	1,841 (5.0%)
Other Turboprop	21 (30.1%)	15 (55.1%)	0 (151.2%)	3 (42.6%)	249 (10.2%)	156 (12.8%)	157 (10.9%)	116 (16.6%)	78 (14.9%)	169 (24.6%)
<b>Turbojet</b>	<b>1,463</b> (5.0%)	<b>1,342</b> (5.1%)	<b>1,238</b> (3.8%)	<b>1,121</b> (4.7%)	<b>1,076</b> (4.2%)	<b>1,071</b> (4.5%)	<b>1,396</b> (4.1%)	<b>1,527</b> (3.7%)	<b>1,554</b> (4.4%)	<b>1,411</b> (3.9%)
Two Engine	1,355 (5.2%)	1,244 (5.3%)	1,172 (3.9%)	1,070 (4.8%)	1,018 (4.3%)	1,008 (4.7%)	1,279 (4.3%)	1,424 (3.9%)	1,434 (4.7%)	1,312 (4.2%)
Other Turbojet	108 (17.4%)	98 (17.2%)	66 (18.6%)	51 (15.5%)	58 (16.4%)	62 (15.1%)	117 (12.2%)	103 (12.2%)	120 (10.9%)	99 (10.3%)
<b>ROTORCRAFT</b>	<b>2,026</b> (9.8%)	<b>1,925</b> (8.6%)	<b>1,777</b> (9.3%)	<b>1,699</b> (6.3%)	<b>2,264</b> (6.6%)	<b>2,763</b> (7.5%)	<b>2,209</b> (5.9%)	<b>2,610</b> (0.9%)	<b>2,507</b> (6.5%)	<b>2,108</b> (7.4%)
Piston	574 (21.9%)	333 (13.0%)	369 (12.4%)	391 (8.7%)	423 (12.4%)	549 (12.0%)	716 (10.2%)	692 (2.1%)	533 (11.6%)	602 (9.2%)
Turbine-total	1,452 (10.6%)	1,591 (9.8%)	1,408 (11.0%)	1,308 (7.6%)	1,842 (7.6%)	2,214 (9.0%)	1,493 (7.2%)	1,918 (0.9%)	1,974 (7.6%)	1,506 (9.6%)
One Engine	1,202 (12.4%)	1,207 (12.3%)	1,049 (13.7%)	992 (9.5%)	N/A	N/A	N/A	N/A	N/A	N/A
Multi-engine	250 (14.8%)	385 (14.1%)	359 (17.3%)	316 (10.8%)	N/A	N/A	N/A	N/A	N/A	N/A
<b>OTHER AIRCRAFT</b>	<b>217</b> (15.5%)	<b>258</b> (10.7%)	<b>388</b> (13.4%)	<b>338</b> (6.0%)	<b>407</b> (8.9%)	<b>483</b> (7.0%)	<b>341</b> (7.4%)	<b>396</b> (24.2%)	<b>568</b> (6.0%)	<b>384</b> (6.0%)
Gliders	144 (17.1%)	173 (15.7%)	291 (18.3%)	161 (17.1%)	N/A	N/A	N/A	N/A	N/A	N/A
Lighter-than-Air	73 (31.4%)	85 (13.5%)	97 (12.3%)	177 (30.2%)	N/A	N/A	N/A	N/A	N/A	N/A
<b>EXPERIMENTAL</b>	<b>1,137</b> (6.7%)	<b>1,244</b> (8.3%)	<b>724</b> (6.3%)	<b>785</b> (9.0%)	N/A	N/A	N/A	N/A	N/A	N/A
Amateur Built	504 (9.8%)	510 (9.2%)	391 (7.9%)	277 (9.0%)	N/A	N/A	N/A	N/A	N/A	N/A
Exhibition	189 (13.2%)	240 (18.6%)	44 (26.5%)	170 (18.2%)	N/A	N/A	N/A	N/A	N/A	N/A
Other	444 (11.6%)	494 (16.8%)	289 (11.1%)	338 (15.0%)	N/A	N/A	N/A	N/A	N/A	N/A
<b>ALL AIRCRAFT</b>	<b>26,100</b> (2.3%)	<b>25,667</b> (2.0%)	<b>24,092</b> (1.9%)	<b>24,455</b> (1.8%)	<b>26,747</b> (1.6%)	<b>29,862</b> (1.8%)	<b>32,096</b> (1.7%)	<b>32,332</b> (1.6%)	<b>31,114</b> (1.7%)	<b>30,883</b> (1.7%)

NOTE: Columns may not add to totals due to rounding and estimation procedures. Beginning in 1993, commuters were excluded  
1993 New Aircraft Types: Prior to 1993, single engine turboprops were included in "Other turboprops", single and multiengine turbine rotorcraft were not shown  
separately; gliders and lighter-than-air aircraft were combined into the "Other" category. Experimental aircraft were included in the appropriate aircraft  
type. For example, prior to 1993 the single engine piston aircraft type included both experimental and non experimental aircraft. Starting in 1993 that aircraft  
type includes only the non experimental.

<sup>1</sup> Numbers revised to reflect new information on survey nonrespondents.

\* Standard error greater than 100%